SUBJECTS.

Dewan.—Is it possible to charge bandies according to the damage they do to the road?

Member.—Even though that was not possible, some distinction must be made between a bandy and a bicycle. Bandies carrying disabled men should be exempted from paying the toll. He then pointed out that the people in the locality had to pay cess a hundred times more than others, in that the former had to pass and repass the toll gate at all times in connection with their daily needs and occupations. It was not equitable that some people only should pay for the maintenance of the road, while others did not, and he urged that some changes should be effected. The amount actually necessary for the upkeep of the road should alone be collected, and not more.

Dewan.—The annual outlay on the maintenance of this road is about Rs. 40,000.

Member.—The cess was formerly collected for 40 years and the interest calculated on the collection for those years would be sufficient to meet the annual maintenance.

Dewan.—The toll revenue now would come to only about Rs. 15,000.

The Member continued and said that, in British India, one had to pay toll only once in 24 hours, but here the people had to pay many times a day and that even bicycles carried in carts were charged separately. All that the Member prayed for was that some special concession should be granted to the people living near the toll gate who had to pass the gate frequently.

Dewan.—The Government recognize that some concession *is* necessary in the case of those who live near the gate. The Chief Engineer will be asked to report about this.

49. The bad state of the existing roads in the High Ranges and the great delay in completing those under construction.

Mr. A. J. Wright (Member, K. D. Planters' Association) spoke on the unsatisfactory state of the existing roads for want of proper repairs and on the necessity for completing the roads under construction. First, he referred to the Northern Outlet Road and said that the road was a very important one, in that foodstuffs were imported by that way, but that the maintenance was not properly attended to. Next, he said that the repairs of the road from Munnar to Taliar seemed to be not lasting and suggested that the contract to maintain the same might be given to the Planters. Then he referred to the road from Munnar to Devicolam and pointed out that the present state of the bridle paths leading to these roads was dangerous to horses and suggested the desirability of widening the paths.

LIBRARY ARCHIVES Kerala Legislative Assembly

SUBJECTS.

Dewan.—Why don't you go through the cart roads?

The Member said that there was no way for getting from one cart road to another. The next road the Member referred to was the Western Outlet Road and he said that several parts of this road were in an unfinished state and he urged the necessity for completing the same.

Dewan's reply.—Noted.

Improvement of means of communication in the Shertallai taluk.

Mr. N. Padmanabha Pillai (Member, Shertallai taluk) stated that the major portion of the Shertallai taluk was a sandy waste and that, there being no means of communication, the people had no other alternative than to walk along the sand to their great discomfort and misery, with the result that they were affected by ague, elephantiasis, leprosy and such like diseases. The proposed canal, the construction of which had not yet been begun, would run only through a part of the taluk, and it did not answer the purpose for even half of the taluk. The Member urged the necessity for having two cartable roads, one from Alleppey to Aroor and the other from Shertallai to Thaneermukom, with necessary bridges over the canals intersecting the roads, and said that these would not only afford a great deal of relief to the inhabitants in regard to their means of communication, but would also afford facilities for trade.

Dewan's reply.—Noted.

Improvement of means of communication in the Meenachil taluk.

Mr. C. Mathen Mappila (Member, Meenachil taluk) said that the agricultural and industrial condition of the taluk was ever at a stand-still, owing to the want of cartable roads to connect important villages. The construction of a road from the 3rd mile of the Lalam Poonjar road to the Ponkunnam road, for which a sum of Rs. 25,000 was sanctioned, had not yet been begun, but on enquiry, the Member learnt that the sanctioned amount was for improving the Ponkunnam Lalam road. This road, he said, was in good condition and needed no repair and he requested that the sum sanctioned might be utilized for constructing a village road from the Barananganom school to Vazhamoottam. The Member, then referred to the necessity for opening the following feeder cart roads:—

(1) From the Sircar school in Barananganom to Payika on the Lalam Ponkunnam road, to connect the *pakuthies* of Barananganom and Meenachil.

(2) From Erattupetah through the Meenachil Proverthy Cutcherry to the Mutholi landing place, to connect Kondoor, Meenachil and Puliyanoor.

(3) From the Thidanad Pagoda to Vilaguparakkadavoo connecting Kondoor and Barananganom.

LIBRARY ARCHIVES Kerala Legislative Assembly